MANAGING DEVELOPMENT ALONG SCENIC ROADS

Guidelines for Municipal Officials, Landowners and Developers

A Case Study of Nationally Designated Scenic Byway Route 169
MANAGING DEVELOPMENT ALONG SCENIC ROADS

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Introduction

In December 1997, the "Route 169 Corridor Management Plan" was developed and approved by the Connecticut Department of Transportation. The process began in the fall of 1994 when the 32-mile corridor was selected as an initial pilot for the Connecticut Department of Transportation’s program of Corridor Management Plans for Scenic Byways. A team of consultants that included landscape architects, planners and engineers collaborated with local leaders from Brooklyn, Canaanbury, Lisbon, Pomfret, and Woodstock to compile the Route 169 Corridor Management Plan. Selected from the five towns and representatives from the corresponding Regional Planning Organization convened again in November 1998 to discuss next steps for byway preservation. The group reached consensus that the creation of design guidelines for the nationally designated scenic roadway were an appropriate planning tool to utilize, thus initiating the process of creating this guide.

PURPOSE

These scenic road design guidelines are an elaboration on the concepts introduced by the Corridor Management Plan. Scenic Roads are an important feature of the rural landscape of Northeastern Connecticut that remain unprotected. Residents and tourists are attracted to the area’s unique natural, historical and cultural features that define the cherished character of Northeastern Connecticut. In some areas of the region, loss of farmland, forest fragmentation and costly suburban sprawl have replaced natural landscapes. Municipal officials, residents, developers, non-profits and state agencies should develop a common vision of preserving scenic landscapes while simultaneously encouraging appropriate development. Because the scenic landscape along Route 169 is owned by over 800
Introduction

Property owners, these guidelines address property owner concerns, as well as those of the tourists and local residents who enjoy their property. It suggests alternative development guidelines that are compatible with the character of the area. These guidelines can be incorporated into local Plans of Conservation and Development and local land use regulations. They may also serve as a resource for developers allowing them to develop in a way that preserves the unique character of Connecticut's "Quiet Corner".

CHARACTER OF SCENIC ROUTE 169

Route 169 has been traveled since the 1600’s and was included as one of Scenic America’s "Top Scenic Byways" in 1993 because of its significant natural, historical and cultural assets. Scenic beauty helps define a community’s character. The most accessible point to observe this beauty is from a road. Because residents and tourists are accustomed to observing picturesque landscapes framed by stone walls and mature trees, they assume these features will remain. But much of this land is not protected and is vulnerable to development because of its road frontage. Therefore, it is important to understand the issues involved in scenic byway protection to develop a proactive approach to planning for the future may follow.

SCENIC BYWAY DESIGNATION

Historical and cultural resources contribute to the scenic beauty of Route 169. This significance was reinforced.

Quecheeburg and Shutesbury River Valley National Heritage Corridor

The national town in Connecticut. The Heritage Corridor Program is an innovative approach to encourage grassroots efforts to preserve and restore significant historic and natural resources, to foster appropriate economic development to encourage tourism, and to enhance historic, recreational and environmental assets. Recognizing the limited availability of federal monies, the primary role of the federal government is to provide technical assistance and limited interpretation. A National Heritage Corridor is a vehicle of the National Park Service but the federal government does not own nor manage the designated area. The Quecheeburg-Shutesbury Heritage Corridor, Inc. (QSHC), the non-profit managing body of the Corridor, is responsible for administering the federal funds received each year. Since its inception, the QSHC along with other partners, has compiled a Management Plan and an Action Plan to direct the activities of the organization. The Corridor has a variety of programs to assist public and private organizations in various projects that support the vision of the Management Plan, including the "Partnership Program" and the "Mill Reuse Initiative".

The national significance of the Route 169 Corridor rests primarily in its scenic character, historic and cultural features, and unique landscapes of stone walls, nature trees, village centers, farms, tree canopied roads, and consistent patterns of land use. The Route 169 Corridor also boasts two National Historic Landmarks (Prudence Crandall Museum and Homeland Cottage) and over 175 local and state recognized historic districts and sites. These features define the Corridor as an outstanding example of the New England roadside landscape. The residents of this area, driven to maintain a sense of place and instilled with a strong conservation ethic, have maintained the unique character of the Corridor over time.
USING THE GUIDELINES

Although the Route 169 Corridor is a nationally designated "Scenic Byway", land use regulation is still determined and administered by local officials. Many of the natural, cultural and historic resources that make Route 169 unique remain unprotected locally. Proactive land use planning is the key to preserving the character of the roadway corridor. While it is impossible to keep the corridor exactly as it is today, development that minimally detracts from the scenic beauty of the Route 169 corridor is possible if local officials act.

These scenic road design guidelines are a planning tool for municipal officials, developers, and landowners. They provide alternative development scenarios consistent with the character of Northeastern Connecticut. This manual is meant to encourage site design that preserves and enhances the natural, cultural, historic, and scenic resources of the area. The manual contains the following four general categories of guidelines:

1. Focusing Development - stresses natural resource based planning and provides the framework for the following three categories of design guidelines.
2. General Site Planning - concepts that are appropriate along scenic roadways and in village areas.
3. Scenic Roadway Planning - concepts that are recommended along scenic and rural roadways.
4. Village Area Planning - concepts most appropriate in village districts.

The implementation section provides options for municipalities to incorporate these guidelines into their planning process. The implementation matrix provides some guidance on who should take the implementation initiative, where to locate new regulatory and advisory language, potential funding sources and some existing educational and informational resources to assist in the incorporation of the new concepts. An explanation of all referenced educational and informational resources is available in the appendix.

I. Focusing Development
Focusing Development

All communities should complete a natural and cultural resource inventory. The inventory is necessary to guide future development in the town by helping municipal officials to see where important resources exist. Resource inventory results should be incorporated into an open space plan and into the community’s Plan of Conservation and Development. With a clear, concise community vision statement in place, priority protection and development areas are easier to identify and land use decisions can be based on objective site characteristics.

All communities would benefit from completing an open space plan. By incorporating the results of the resource inventory into an open space plan, a vision of land to be protected and land to be developed is created. The plan should suggest a program of open space and resource protection, enabling the town to effectively utilize the preservation tools available to them. Sites that help define community character such as mature trees, historic stone walls, and scenic vistas should also be included in the plan.

Preserve open space where it is consistent with community and regional open space plans. Open space should not be considered on a parcel by parcel basis, but as a part of a broader plan. With a plan in place, priority open space areas that are contiguous can be identified to maintain wildlife corridors, create greenways, link important natural, cultural or historical features and preserve and enhance scenic views. An effective plan will also include implementation strategies such as the pro-active use of state and federal funding and land trusts.

Consider a dedication of open space or a fee-in-lieu for all new subdivisions. Open space provided as part of a new subdivision should be accepted when it is consistent with the local open space plan. When accepting dedicated...
open space, development should be sited to: (1) protect the significant natural features of the open space parcel and (2) to link it with adjacent open space. If the proposed open space dedication is not part of the open space plan, a fee-in-lieu of the dedication can be considered. The fee collected is placed in a town-established open space fund to be used towards the protection of other land designated in the open space plan.

Allow and encourage conservation subdivisions as a creative alternative to conventional subdivisions. Larger lot zoning does not enhance rural character, preserve open space nor does it protect natural resources. Large lot zoning enables suburban sprawl by carving up the landscape in a wasteful and arbitrary way. Conservation subdivisions, on the other hand, keep the density equal to that of conventional subdivisions but group the houses on soils most suitable for septic systems and away from environmentally sensitive areas. Also, development can be located along a wooded edge or a field edge to be less visually intrusive and to preserve prime agricultural soils and mature trees. The open space that is preserved is owned and managed by the municipality, a local land trust, or a homeowners association.
General Site Planning

Require site plan review of all development other than single family dwelling units. By requiring site plan review, local commissions will have the opportunity to influence the design of new development before it is in its final form. This is beneficial for both the commission and the developer as a money and time saver.

Minimize disturbance of the existing site features. Existing features include slope, grade, wetlands, and vegetation. Existing features should only be disturbed where necessary for construction and proper, safe functioning of the new use. Any unique features on the parcel should be incorporated into the development plan to ensure protection. Subdivision sketch plans should include an inventory of natural, cultural, scenic and historic features.

Site buildings away from environmentally sensitive areas. Buildings can be grouped so they do not disturb unique or fragile natural features present on the site.

Minimize the effect of the development on surrounding areas. Development should blend into the existing landscape through similar landscaping and compatible architectural styles. Also, new development should be buffered from incompatible uses. An example could include a residential development built next to an agricultural operation. Careful consideration should be taken to buffer the residential development from the noise and odor of the pre-existing agricultural operation to avoid potential conflicts.

New access roads should be designed and scaled according to function. Often times, subdivision regulations require residential roads to be much wider than necessary given its intended use. Street requirements should be adjusted to provide the minimum width for safety.

Establish nodes of commercial activity. Commercial development strung out along stretches of roadway is a common feature of sprawl. Zoning commercial nodes instead of commercial strips produces compact, pedestrian oriented development. This compact development, in most cases, is more aesthetically pleasing, safer for pedestrians, motorist and bicyclists, and more environmentally and contextually sensitive.

Require developers to submit a landscape plan. Landscaping is important as it controls erosion and stormwater runoff, provides shade and privacy, blocks wind, muffles sound and cleans air and water. Existing vegetation should be preserved and incorporated into development proposals to lessen the impact of new construction on an existing neighborhood.

Use landscaping to screen undesirable views and frame scenic views. Landscaping can be used to screen the negative features of a development such as mechanical equipment, loading docks, communication apparatus, driveways, or parking lots. Landscaping can also be used to preserve or frame views of natural, cultural or historic resources. Developers should be encouraged to develop their property in a way that...
General Site Planning

General Site Planning

General Site Planning

General Site Planning

General Site Planning

retains the visibility of points of interest while landowners should attempt to maintain their properties with the same objectives in mind.

Use native species when landscaping new development. Give priority to native plant species in landscape designs. Native plants blend new development into the existing environment, require minimal maintenance, and provide local wildlife with an appropriate habitat.

Preserve important views. As it is the natural, cultural, and historic resources of the area that prompted scenic road designation, it is important to retain the visual landscape. Scenic views of farms, fields, waterbodies and woodlands should be identified in the resource inventories and the Plan of Conservation and Development and referenced in local regulations as areas the community values and wishes to preserve.

Where feasible, bury utility wires. Municipalities should explore the feasibility of burying wires. Because this is a costly undertaking, it should be done in conjunction with other roadway improvements. A more affordable option is to move utility poles to areas less visually sensitive. If utility wires remain roadside, utility companies perform routine maintenance activities. If tree removal is necessary, utility companies sometimes offer free replacement trees and/or grants for additional roadside planting that will not interfere with overhead wires.

Minimize curb cuts. Multiple site entrances and exits create traffic conflicts and visually confusing landscape. Planning standards for more than one curb cut per site are adopted. Where possible, encourage shared driveways for residential and commercial development as another way to reduce curb cuts.

Minimize roadway runoff to prevent negative impacts on water quality. Permeable materials, which allow water to infiltrate, and vegetated swales should be used to reduce the volume, velocity and pollutant load of road runoff and lessen negative drainage impacts on the surrounding area.

Blend new development into existing neighborhood character. Screening and landscaping can help new construction blend into an existing neighborhood. New development should incorporate structures into the character of the area rather than compete with surrounding structures for attention.

Secondary structures should reflect the design of the primary structure on the lot. Garages, barns, sheds, or other outbuildings should be similar in style, color and building material to the main structure on the lot.

New construction and the rehabilitation of existing structures open to the public should be handicapped accessible. These features should be in compliance with the Americans with Disabilities Act and be designed to blend with the building character.

Locate parking in the rear of buildings. Signage can be used to direct motorists to parking lot location. By placing parking lots behind structures, the visual integrity of the roadway is maintained.

Consider alternative surface materials for parking lots. Many areas have been successfully using gravel, grass, porous asphalt and concrete mixtures, and gravel as surfacing materials for parking lots. These surfaces help reduce runoff volume, velocity and pollutant load.
Treat parking lot runoff on site. Direct parking lot runoff to on-site vegetated areas designed to promote stormwater infiltration. Landscaped areas should be placed below grade to receive runoff from adjacent impervious areas. Also, to prevent pollution, parking lots should be regularly maintained. During winter month maintenance, care should be taken to place snow in a designated snow dump area and not plowed onto landscaped areas.

Design parking lots in a manner that is safe for pedestrians and motorists. Vehicular and pedestrian circulation should be clearly defined and where possible, separated by landscaping.

Signage should be simple, concise and contextual. A minimal number of small signs, strategically placed, with essential information are more effective in enticing customers than the large, numerous, complex signs characteristic of strip commercial development. Flashing or moving signs should not be permitted.

Signage should enhance the architecture of a structure and the overall aesthetic quality of a site. Avoid the use of brand names in a sign. Where the use of brand names cannot be avoided, signs should be subject to the same guidelines as other signs in town. Freestanding signs should be at eye-level height with appropriate landscaping. All signs proposed in the road right of way require the approval of the State Traffic Commissioner.
Scenic Roadway Planning

Strategically place roadside pull-offs so visitors may enjoy views of significant natural, cultural, or historic features. Interpretive signage can provide information on a featured site. Where possible, pull-offs should be sited in conjunction with local businesses to provide customers and pull-off maintenance. Pull-off siting should be based on land availability, visual impact, and environmental and landowner concerns. To ensure safety, pull-offs should be separated from the roadway by fencing or landscaping.

Establish wooded buffers to conceal residential development from the roadway. Wooded buffers protect the scenic character of the roadway. Regulations can prohibit the removal of existing vegetative screening and require planting around new construction. Permits should be required for land clearing and grading.

Use outdoor street lighting only where dangerous roadway conditions exist. Outdoor lighting should be utilized in a way that promotes safety and security but does not act as an intrusion to abutting properties. Necessary lighting should minimize light pollution and have controlled intensity.

Maintain wooded road edges, canopied road cover and historic stone walls. These natural edges, which act as landscape elements representative of the character of Northeastern Connecticut, help blend new development into the existing landscape and create a defined roadway edge for motorists.

Partner with the Connecticut Department of Transportation in planning for scenic roadway maintenance and rehabilitation. Communities should adopt clear goals for roadway projects reflecting their interest in preserving the scenic qualities of the roadside. Although there are set guidelines for maintaining and improving the roadway, the Connecticut Department of Transportation will work with municipalities to establish safe, flexible approaches to roadway design and maintenance. Having established aesthetic goals for roadway projects helps the Connecticut Department of Transportation use more flexible improvement criteria. There is no encroachment permit necessary to mow the right of way abutting private property, however planting in a right of way does require a permit. The Department of Transportation Office of Maintenance within the District Office should be contacted for more information of obtaining an encroachment permit.
Minimize moved lawn area. Lawns, a relatively new component of the post-World War II landscape, require constant upkeep often leading to the pollution of water resources. Lawns also destroy wildlife habitat supporting only those animals that can adapt to humanized landscapes.

Avoid the use of curbing along a scenic roadway. Swales, which collect and convey polluted runoff, should be used rather than curbs. Where necessary, use rolled curbs which are less obtrusive to the natural landscape. Curbing should only be used in high-density development or where necessary for stormwater management.

Minimize the number of roadside signs. For vehicular and pedestrian safety, some governmental signs are required along the roadway but the signs can be grouped at appropriate locations to assist the driver but not detract from the visually pleasing experience of driving on a scenic road. Remove all unnecessary signs. Also, consider painting the back of government signs brown to further blend signs into the natural landscape of the roadway. Where structures cannot be seen from the road, signage can be grouped at the entrance to the development.

Prohibit the construction of new billboards. Billboards detract from the scenic environment of a roadway. Older billboards should be phased out over a number of years.
Establish a village district. The state legislation enabling village districts has given communities the ability to use zoning as a tool in preserving community character. Communities are now able to guide new construction visible from the street in a way that conserves the unique character of the area. Among other tools, municipalities can require new structures be harmonious with existing buildings and site designs that complement existing development in the district.

Define village entrances. Village entrances can be created using signage and landscaping. A defined entrance tells motorists they are about to enter a unique place and that speed should be reduced because of dense, pedestrian-oriented development.

Separate sidewalks from roadways with landscaped borders. In a village area, it is important to maintain a clear separation of pedestrian and vehicle areas. Landscaped borders can be visually pleasing and designed as storm water runoff filter strips.

Place site furnishings where pedestrian traffic is encouraged. Local business owners or adjacent landowners can monitor pedestrian amenities, such as benches and trash receptacles, placed where a unique view or cultural feature is highlighted. These furnishings should be comfortable and designed to reflect the historic rural landscape and not placed in a manner that interferes with a driver’s ability to navigate the roadway safely. Where possible, local craftsmen should be used to design and build the furnishings.

Site crosswalks where pedestrian traffic is heavy. Crosswalks in pedestrian areas should be clearly marked by colored road surface. The Department of Transportation is willing to work with communities to incorporate colored crosswalks into village areas but the town is responsible for subsequent maintenance.
Design commercial buildings to reflect the character of the village. Commercial structures should be sited, scaled, and constructed to be consistent with the rural and historic character of the area. New construction should offer variety in design expression as well as compatibility with existing structures. Architectural styles and building materials can help integrate new buildings into the village.

Establish maximum setbacks. Maximum rather than minimum front yard setbacks force buildings to the front of the lot, promoting visual continuity along the street edge and pedestrian friendly development.

When fencing is needed, use open fencing. Open fencing, rather than chain linked or a solid wall, is more pedestrian friendly and consistent with the character of the area.

Accent historic structures with special lighting. Lighting can draw attention to the significant features of an area or building without hindering a driver’s safety.

Encourage building facades that establish visual continuity. New construction should adopt significant architectural details of nearby structures such as entryways, window size and shape, roof style and gable orientation to blend with existing development.

Rehabilitation of historic structures should preserve significant feature of the original structure. Significant features to be preserved include building materials, color, scale, proportion, and decorative features such as towers, brackets or balconies.

Create a bicycle friendly environment. Signs indicating that bike riders may use the roadway should be posted. Educational materials on bike safety should be made available to the public.

Use traffic calming techniques to slow vehicles in pedestrian zones. Traffic calming slows vehicle speed resulting in less noise and fewer accidents. Calming techniques that may be appropriate may include: narrowing the roadway at intersections where pedestrian activity is heavy, narrowing lane widths by shifting the road boundary lines in, but not actually decreasing the actual paved surface, increasing the visual friction along the roadway through landscaping, and paving road shoulders with different colors or using different materials. The use of traffic calming techniques on state highways is subject to the Connecticut Department of Transportation’s approval.

In high visibility or pedestrian areas, work with local businesses to incorporate landscaping into the area. Community or civic organizations, University of Connecticut’s Master Gardener Program, local garden clubs, and local merchants can all work together to create and maintain landscaping in highly visible or locally prominent areas in a way that enhances the area but does not interfere with a driver’s ability to navigate the roadway safely.
Reassess municipal parking requirements. Many towns require too much parking. Minimize paved area by designing parking lots to accommodate average use, not peak use. Reduced paved area results in less runoff and pollution. Also, consider lot sharing where businesses with different operating hours can share parking spaces. In village centers, allow existing parking lots and on-street parking to be counted when computing parking requirements. Review minimum standards for parking stalls and revise as needed to reflect the current car requirements.

Use sign materials, color and size compatible with surrounding buildings. Use natural materials such as wood or metal rather than plastic. Color should be muted and contextual and signs should be scaled to the size of the building.

Signs should be externally lit. The external lighting should highlight the sign but not spill light onto the surrounding property nor should the light cause a glare that would impair drivers ability to navigate the roadway safely.
Implementation Strategies

These guidelines are meant to provide general guidance to municipalities that are attempting to incorporate design considerations into their local decision making. These guidelines can be made more specific to reflect the needs of a particular community. The guidelines are not meant to restrict creativity but to enhance community character through compatibility.

These guidelines can be implemented in two major ways:

1. Mandatory – Communities can incorporate the guidelines into the Plan of Conservation and Development, the Zoning Ordinance, and the Subdivision Regulations and require developers to adhere to them.

2. Voluntary – Communities can incorporate the guidelines into the Plan of Conservation and Development. Local officials can have the guidelines available for developers, encouraging them to voluntarily incorporate the specified design suggestions into their proposals.

Legal Issues

Traditional zoning regulations can be enacted to “lessen congestion in the streets; to secure from fire, panic, flood and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population and to facilitate the adequate provision for transportation, water, sewage, schools, parks, and other public requirements” (Connecticut General Statute Section 8-1a). Enabling legislation exists for localities to create historic districts and village districts, which can be used in conjunction with traditional zoning to help protect a community’s unique character.

Municipalities are able to designate historic districts within town to promote “the educational, cultural, economic and general welfare of the public through the preservation and protection of the distinctive characteristics of buildings and places associated with the history of or indicative of a period or style of architecture of the municipality, or of the state, or of the nation” (Connecticut General Section Statute 7-147a).

Another option for municipalities is a village district. These districts shall be located in areas of unique character, landscape or historic value that are specifically identified in the plan of conservation of the municipality” (Connecticut General Statute Section 8-2).

Overlay zones can be implemented to provide for the protection of a specific natural, cultural or historic resource. Development in an overlay zone must comply with the zoning of the area as well as the stricter requirements of the overlay zone.
Important Implementation Considerations

1. Whether these guidelines are mandatory or voluntary, they should be promoted and widely publicized in town and in the region so developers and landowners are made aware of their existence and design concepts can be incorporated into the development process early.

2. The town commission responsible for the implementation of the guidelines should set clear requirements for procedure so that applicants can have the required elements for each phase of the planning process.

3. Because of the subjective nature of the design guidelines, commissions should be sure that all members are in agreement on a common interpretation. It is also necessary for other town commissions to share this common interpretation so that the guidelines are equitably enforced commission to commission and application to application.

4. These guidelines are not meant to limit creativity so be flexible, not restrictive.

The following matrix outlines the guidelines already mentioned, illustrating who is responsible for implementation, where the guideline belongs in municipal policy, what funding is available for implementation and some additional resources available on the topic.

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<th>POTENTIAL FUNDING SOURCES</th>
<th>EXISTING EDUCATION AND INFORMATION</th>
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<td>All communities should complete a natural and cultural resource inventory</td>
<td>Conservation Commission</td>
<td>Plan of Conservation and Development</td>
<td>QSHC Partnership Program</td>
<td>Manual of Mapping Techniques for Natural Resource Inventory (Gibbons, CES), Suggested Data Layers and Formats for Natural Resource Inventories and Land Use Plans (Hobson, CES), Corridor Circuit Rider (CES), Regional Planning Organizations</td>
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<td>All communities would benefit from completing an open space plan</td>
<td>Conservation Commission, Planning and Zoning Commission, Land Acquisition Commission</td>
<td>Plan of Conservation and Development</td>
<td>QSHC Partnership Program</td>
<td>Open Space Planning Folder and Workshop (Gibbons, CES), Corridor Circuit Rider (CES), Regional Planning Organizations</td>
</tr>
<tr>
<td>Preserve open space where it is consistent with community and regional open space plans</td>
<td>Conservation Commission, Planning and Zoning Commission, Land Acquisition Commission, Regional Planning Commissions</td>
<td>Plan of Conservation and Development, Zoning Ordinances, Subdivision Regulations</td>
<td>Open Space and Watershed Land Acquisition Grant Program, Recreation and Natural Heritage Trust, QSHC Partnership Program</td>
<td>Open Space Planning Folder and Workshop (Gibbons, CES), Corridor Circuit Rider (CES)</td>
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<td>Consider a dedication of open space or a fee-in-lieu for all new subdivisions</td>
<td>Planning and Zoning Commission, Conservation Commission</td>
<td>Subdivision Regulations</td>
<td>Model Open Space Subdivision Regulations (CES), Open Space Planning Folder and Workshop (Gibbons, CES), Corridor Circuit Rider (CES)</td>
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<td>Allow and encourage conservation subdivisions as a creative alternative to conventional subdivisions</td>
<td>Planning and Zoning Commission, Conservation Commission</td>
<td>Zoning Ordinances, Subdivision Regulations</td>
<td>Conservation Design for Subdivisions (Amend), Dealing with Change in the Connecticut River Valley (Yara et al.), Rural By Design (Amend), Growing Greener (Amend), Corridor Circuit Rider (CES)</td>
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GENERAL SITE PLANNING

- Requires site plan review for all development other than single family dwelling units
- Site Plan Review Workshop (Connecticut Land Use Partnership), Dealing with Change in the Connecticut River Valley (Yara et al.)
- Minimize disturbance of the existing site features
- Open Space Planning Folder and Workshop (Gibbons, CES), The Value of Trees in Connecticut’s Urban Forest (Ricard and Aleksejevic, CES), Protecting Shade Trees During Home Construction (Ag. Research Service), Conservation Design for Subdivisions (Amend), Rural By Design (Amend), Growing Greener (Amend)
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**Implemnetation Strategies**

- **Public Involvement**
  - Planning and Zoning
  - Conservation and Development
  - Public Hearing

- **Public Participation**
  - Conservation and Development
  - Public Hearing

- **Public Review**
  - Conservation and Development
  - Public Hearing

- **Public Consultation**
  - Conservation and Development
  - Public Hearing

- **Public Comment**
  - Conservation and Development
  - Public Hearing

- **Public Voting**
  - Conservation and Development
  - Public Hearing

- **Public Hearings**
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- **Public Meetings**
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- **Public Workshops**
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# MANAGING DEVELOPMENT ALONG SCENIC ROADS

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<td>Separate sidewalks from roadways with landscaped borders</td>
<td>Planning and Zoning Commission</td>
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<td>Place site furnishings where pedestrian traffic is encouraged</td>
<td>Planning and Zoning Commission</td>
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<td>Site crosswalks where pedestrian traffic is heavy</td>
<td>Planning and Zoning Commission, Public Works Department</td>
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<td>Establish sidewalk setbacks</td>
<td>Planning and Zoning Commission</td>
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<td>When fencing is needed, use open fencing</td>
<td>Planning and Zoning Commission</td>
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<td>Avoid historic structures with special lighting</td>
<td>Planning and Zoning Commission, Historic District Commission</td>
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<td>Encourage building facades that establish visual continuity</td>
<td>Planning and Zoning Commission, Historic District Commission</td>
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<td>Rehabilitation of historic structures should preserve the significant features of the original structure</td>
<td>Planning and Zoning Commission, Historic District Commission</td>
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<tr>
<td>In high visibility or pedestrian areas, work with local businesses to incorporate landscaping into the area</td>
<td>Planning and Zoning Commission, Local Business Association, Historic District Commission</td>
<td>Plan of Conservation and Development</td>
<td>QSHC Partnership Program</td>
<td>Master Gardener Program (GES)</td>
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<td>Create a bicycle friendly environment</td>
<td>Planning and Zoning Commission, Parks and Recreation Committee</td>
<td>Plan of Conservation and Development, Zoning Ordinance, Village District</td>
<td>Federal Highway Administration, QSHC Partnership Program</td>
<td>Greenways Assistance Center (DEP), Bicycle Coordinator (COA)</td>
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<td>Use traffic calming techniques to slow vehicles in pedestrian zones</td>
<td>Planning and Zoning Commission, Public Works Department</td>
<td>Plan of Conservation and Development, Zoning Ordinance, Village District</td>
<td>Federal Highway Administration</td>
<td>Traffic Calmity (Suro, PAS Report), Reinvigorating the Village (Suro, PAS Report)</td>
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<td>Assess municipal parking requirements</td>
<td>Planning and Zoning Commission</td>
<td>Plan of Conservation and Development, Zoning Ordinance, Village District</td>
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<td>Parking Handbook for Small Communities (Edwards)</td>
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<td>Use sign materials, color and size that are compatible with surrounding buildings</td>
<td>Planning and Zoning Commission, Local Business Association, Historic District Commission</td>
<td>Zoning Regulations, Village District, Historic District</td>
<td>QSHC Partnership Program</td>
<td>A Design Manual for Conservation and Development (Ohm et al), Reinvigorating the Village (Suro, PAS Report), Crossroads, Hamlets, Village, Town (Arendt, PAS Report)</td>
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<td>Signs should be externally lit</td>
<td>Planning and Zoning Commission, Local Business Association, Historic District Commission</td>
<td>Zoning Regulations, Village District, Historic District</td>
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<td>A Design Manual for Conservation and Development (Ohm et al)</td>
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The University of Connecticut Cooperative Extension System

The University of Connecticut Cooperative Extension provides practical learning resources to address complex problems of families, communities, agriculture, business, and industry. Part of a nation-wide educational network through the University of Connecticut College of Agriculture and Natural Resources, teams of professionals and trained volunteers teach the state’s diverse population to make informed choices and decisions affecting their lives and their environment. Originating from Extension Centers located across the state and the Storrs campus of UConn, programs reach Connecticut citizens individually, in groups, and via mass media. Cooperative Extension partners with volunteers, organizations, and agencies to develop programs and train their personnel. (Associate Dean for Outreach and Public Service, 1999).

Connecticut Cooperative Extension System  (860) 486-1987
Bethel Cooperative Extension Center  (203) 797-4176
Brooklyn Cooperative Extension Center  (860) 774-9600
Hadley Cooperative Extension Center  (860) 345-4511
North Haven Cooperative Extension Center  (203) 789-7685
Norwich Cooperative Extension Center  (860) 887-1606
Torrington Cooperative Extension Center  (860) 820-6240
Vermont Cooperative Extension Center  (860) 875-3331
West Hartford Cooperative Extension Center  (860) 570-9010
Website  www.cnr.uconn.edu/ces

PROGRAMS

CORRIDOR CIRCUIT RIDER
The Corridor Circuit Rider (CCR) is a full-time professional educator position jointly funded by the University of Connecticut Cooperative Extension System and the Quebesug-Shetucket Heritage Corridor, housed at the Brooklyn Extension Center. The CCR is a unique resource available to the towns in the Quebesug-Shetucket Heritage Corridor to provide on-going education to municipal CEOs, planners, zoning, conservation, economic development commissions and other key decision makers on land use planning, natural resource conservation and community design.

Corridor Circuit Rider  (860) 774-9800

NONPOINT EDUCATION FOR MUNICIPAL OFFICIALS
Nonpoint Education for Municipal Officials (NEMO) is an educational program for land use decision makers that addresses the relationship between land use and natural resource protection, with a focus on water resources. The NEMO Project was created in 1991 by the University of Connecticut Cooperative Extension System, in partnership with the Department of Natural Resource Management and Engineering and the Connecticut Sea Grant Program. NEMO assists communities to better protect their natural resources while charting the future course of their
tours. The Project uses advanced technologies - geographic information systems (GIS), remote sensing and the internet - to help create effective education programs. (Arnold, 1999) NEMO publications and programs include Linking Land Use to Water Quality, Addressing Inundation in Plains, Site Design and Land Use Regulations, Parking Lots, Pavement and Surface Materials, Sidewalks, and Roads.  

Connecticut Program Coordinator  
(860) 345-4511

MASTER GARDENERS PROGRAM  
The Extension Master Gardeners are members of the local community who take an active interest in their lawns, trees, shrubs, flowers and gardens. The Master Gardeners have special training in horticulture. In exchange for their training, persons who become Master Gardeners spend some time as volunteers working through their local Cooperative Extension Center to provide horticulture-related information to their community. (Connecticut Cooperative Extension System, 1994) Participants in the program are asked to complete an outreach project relevant to their training in their community. Project suggestions appropriate for the Master Gardeners are encouraged.

Contact your local Cooperative Extension Center

LANDSCAPE ARCHITECTURE PROGRAM  
The Landscape Architecture Program within the Plant Science Department of the University of Connecticut is a program accredited by the American Society of Landscape Architects. Students, through their senior studio project, learn to apply theory to case studies. Towns with a project appropriate for this purpose are encouraged to enlist the assistance of the program.

Plant Science Department, Landscape Architecture Program  
(860) 486-1941

SELECTED PUBLICATIONS AND WORKSHOPS

Publications Resource Center  
(860) 486-3348

A Guide to Rail-Trail Design in Connecticut (UConnecticut Landscape Architecture Program)  
The publication, which has been reviewed by the Connecticut Department of Environmental Protection for appropriateness, offers different design guidelines and options for the development, maintenance and enhancement of state and local trails.

Plant Science Department, Landscape Architecture Program  
(860) 486-1941

Greenways Assistance Center  
(860) 424-4069

Manual of Mapping Techniques for Natural Resources Inventories (Cibbons)  
This publication, using Middlesex County as a case study, walks through the process of conducting a natural resources inventory including what data should be included on different maps and where that information can be found.

Brooklyn Cooperative Extension Center  
(860) 774-9600

Haddam Cooperative Extension Center  
(860) 345-4511

Model Open Space Section for Municipal Subdivision Regulations  
This model language illustrates how to incorporate fees in lieu of open space regulations and open space set aside requirements for subdivisions into the subdivision regulations. It also includes explanatory comments.

Brooklyn Cooperative Extension Center  
(860) 774-9600

Haddam Cooperative Extension Center  
(860) 345-4511

A New Introduction to the Natural World  
A spring weekend retreat offered to land use decision-makers and other natural resource volunteers. Natural resource experts take participants on an indoor/outdoor tour of the "layer cake called earth". Topics include reading the landscape with maps, understanding the water cycle, stream and pond ecology, human disturbance and its impact on the natural processes, living with forests, and wildlife and their habitats.

Brooklyn Cooperative Extension Center  
(860) 774-9600

Open Space Planning Folder and Workshop (Cibbons)  
The packet of information is intended for municipal land use commissions, local land trusts and other organizations interested in open space planning. The overall philosophy is that through good natural resource based planning, municipalities can take charge of the future of their community by balancing conservation and development. The packet contains information on the process of developing an open space plan and specific tools and techniques for acquiring open space. The workshop elaborates on the concepts put forth in the folder.

Brooklyn Cooperative Extension Center  
(860) 774-9600

Haddam Cooperative Extension Center  
(860) 345-4511
Suggested Data Layers and Formats for Natural Resource Inventories and Land Use Plans (Gibbons)
A suggested method of collecting and organizing natural resource information so it might be used to support public policy, provide the three different levels of natural resource inventories, provide the basis for open space plans, plans of conservation and development and watershed plans.

Brooklyn Cooperative Extension Center  (860) 774-9600
Haddam Cooperative Extension Center  (860) 345-4511

Trees and Shrubs for Connecticut (Carpenter)
A guide to assist Connecticut homeowners in selecting trees and shrubs for landscaping residential property.

Trees for Urban Sites (Brand)
This publication provides a list of trees that are suitable for planting in Connecticut's cities and towns.

The Value of Trees in Connecticut's Urban Forest (Ricard and Alexopoulos)
This book focuses on trees that grow in Connecticut's urban and community forest. It shows through photographs and text that trees have value that is larger than just monetary value.

Extension Urban and Community Forester  (860) 570-9257

Village District Workshop
This one-hour presentation will go into the village district enabling legislation in detail, illustrating the necessary steps and elements for municipalities to adopt this land use planning tool into their zoning ordinances.

Brooklyn Cooperative Extension Center  (860) 774-9600

AMERICAN PLANNING ASSOCIATION
The American Planning Association (APA) and its professional institute, the American Institute of Certified Planners (AICP), are organized to advance the art and science of planning and to foster the activity of planning at the local, regional, state, and national levels. The objective of the Association is to encourage planning that will contribute to public well-being by developing communities and environments that meet the needs of people and society more effectively. The APA publishes Planning, a monthly magazine; Zoning News, a monthly newsletter on local land-use controls; the Journal of the American Planning Association, a quarterly journal; and Land Use Law & Zoning Digest, a monthly law journal. The APA also publishes the quarterly newsletter The Commissioner for planning officials and Resources for those teaching children about planning. Six in depth Planning Advisory Service (PAS) reports on selected topics are also published each year. The PAS also publishes the monthly newsletter PAS Memo. (American Planning Association Webpage).

Planners Book Service  (312) 786-6433
Website www.planning.org

SELECTED PLANNING ADVISORY SERVICE REPORTS

Crossroads, Hamlet, Village, Town (Atendeit)
Planning Advisory Service #487/488
This report addresses design concerns often faced during the layout of neighborhood development. It discusses residential site design and the use of open spaces, greenways, and parks as options to create more traditional type development. This publication contains a model village design ordinance. (Planners Book Service, 1999)

Preparing a Historic Preservation Plan (White and Roddewig)
Planning Advisory Service #450
This report teaches planners how to prepare a plan to protect historic resources. It includes an explanation of the 10 essential elements of a historic preservation plan, case studies, and examples of growth management laws. (Planners Book Service, 1999)

Preparing a Landscape Ordinance (Martz)
Planning Advisory Service Report #431
This report illustrates the importance of good landscape design in development. It shows how to prepare a landscape ordinance for your community that addresses such issues as species, spacing, location, and maintenance. (Planners Book Service, 1999)

Preserving Rural Character (Heyer)
Planning Advisory Service Report #429
This publication illustrates how to define what in a community should be protected and what planning methods are effective in doing so, including plans of conservation and development, zoning ordinances, subdivision regulations, and site plan review. (Planners Book Service, 1999)
Reinventing the Village (Suto)
Planning Advisory Service Report #430
This publication addresses the issue of maintaining a village center in the face of suburban development. It addresses ways to maintain and expand the village as well as ways to preserve it, including design and architectural guidelines, historic districts, and village zoning. This publication also includes examples of village zoning ordinances. (Planners Book Service, 1999).

Saving Face: How Corporate Franchise Design Can Respect Community Identity (Flimer)
Planning Advisory Service Report #452
This publication, through case studies, illustrates how communities can work with franchises to design establishments in a way that respects the local character of a community and still preserves the franchise's identity. Includes photos of successful cases where building materials, site design, and signage were altered from the traditional franchise design to blend into the context of a community. (Planners Book Service, 1999).

Sign Regulation for Small and Midsize Communities (Kelly and Rasio)
Planning Advisory Service Report #419
This report discusses major issues in sign regulation, including design, placement, size, and enforcement. It also includes a model sign ordinance with commentary. (Planners Book Service, 1999).

Traffic Calming (Hoyle)
Planning Advisory Service #456
This publication discusses various techniques meant to slow the speed and volume of traffic to make an area more pedestrian- and bicycle-friendly. Techniques include landscaping, alternative pavement materials, and road surface color. It also addresses some common problems incurred when implementing traffic calming techniques in neighborhoods. (Planners Book Service, 1999).

FEDERAL, STATE AND REGIONAL AGENCIES

Federal Highway Administration
The mission of the Federal Highway Administration (FHWA) is to create the best transportation system in the world for the American people through proactive leadership, innovation, and excellence in service. The FHWA also provides expertise, resources, and information to continually improve the quality of our nation’s highway system and its intermodal connections. The mission is undertaken with the cooperation of partners to enhance the country’s economic vitality, quality of life, and the environment. (Federal Highway Administration Webpage). Available publications include Designing Safer Roads.

Connecticut Division
Website www.fhwa.dot.gov

National Park Service
The National Park Service preserves unimpacted natural and cultural resources for the enjoyment, education, and appreciation of this and future generations. The Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout the country and the world. The Rivers, Trails and Conservation Program is a program of the National Park Service. Its mission is to implement the Service's mission in communities across America. The vision is a network of protected rivers, trails, and greenways that promotes quality of life and links Americans to their natural and cultural heritage. (National Park Service Webpage)

Boston Support Office
Website (617) 223-5731

National Scenic Byways Resource Center
The mission of the organization is to build successful scenic byways through positive, proactive, hands-on assistance in planning, preserving, promoting, protecting, and managing scenic byways. This is done through focusing enthusiasm and energy in the national scenic byway system and along nationally designated scenic byways, proactively providing scenic byway groups and state scenic byway coordinators the tools to help them succeed, and providing opportunities for groups, organizations, professionals, and local officials interested in scenic byways to connect with each other and the resources they need. (National Scenic Byways Online Webpage).

National Scenic Byway Resource Center
Website (800) 420-9937

National Scenic Byway Resource Specialist
Website www.byways.org

United States Department of Agriculture
The mission of the United States Department of Agriculture is to enhance the quality of life for the American people by: supporting the production of agriculture by ensuring a safe, affordable, nutritious, and accessible food supply; caring for agricultural, forest, and range lands, supporting sound development of rural communities; providing economic opportunities for farmers and residents, expanding global markets for agricultural and forest products and services, and working to reduce hunger in America and throughout the world. (United States Department of Agriculture Webpage).

Natural Resource Conservation Services, Connecticut Office
Website (860) 871-4011

Farm Service Agency, Connecticut Office
Website (860) 285-8483

Forest Service, Region 9 - Eastern, Regional Forester
Website (414) 297-3765

Rural Development Office, Southern New England
Website (860) 352-8015

www.usda.gov
United States Environmental Protection Agency
The United States Environmental Protection Agency (EPA) implements the Federal laws designed to promote public health by protecting our Nation’s air, water, and soil from harmful pollution. EPA endeavors to accomplish its mission systematically by proper integration of a variety of research, monitoring, standard setting, and enforcement activities. As a complement to its other activities, EPA coordinates and supports research and anti-pollution activities of state and local governments, private and public groups, individuals, and educational institutions. EPA also monitors the operations of other federal agencies with respect to their impact on the environment. (United States Environmental Protection Agency Website).

Region 1 (CT, ME, RI, VT, MA, NH) (888) 372-7541 Website www.epa.gov

Connecticut Department of Environmental Protection
The mission of the Department of Environmental Protection (DEP) is to conserve, improve and protect the natural resources and environment of the State of Connecticut in such a manner as to encourage the social and economic development of Connecticut while preserving the natural environment and the life forms it supports in a delicate, interrelated and complex balance, to the end that the State may fulfill its responsibility as trustee of the environment for present and future generations. (Connecticut Department of Environmental Protection Website). The Greenways Assistance Center, which is a program of DEP provides technical assistance to greenway planners and developers around Connecticut. Assistance Center staff coordinate activities with the DEP which may impact on greenways and develop long-range plans for expanding and connecting open space corridors throughout the state.

Greenways Assistance Center (860) 424-4099
Technical Publications (860) 424-3535
DEP Maps and Publications (DEP Store) (860) 424-3535
Website www.dep.state.ct.us

Connecticut Department of Transportation
The mission of the Connecticut Department of Transportation is to provide a safe, efficient and cost-effective transportation system that meets the mobility needs of its users. (Connecticut Department of Transportation Website). Available publications include Preserving Connecticut’s Scenic Roads, Route 169 Corridor Management Plan, Roadside Design Guide, and Flexibility in Highway Design.

Connecticut DOT - General Information (860) 594-2000
Connecticut DOT - Scenic Byways Advisory Committee (860) 258-4516
Connecticut DOT - Bicycle/Pedestrian Coordinator (860) 594-2149
Website www.dot.state.ct.us

Connecticut Historical Commission
The Connecticut Historical Commission attempts to identify, register, protect, and interpret the state’s cultural, historic, archeological, and architectural resources. The commission offers technical assistance and grant opportunities. (Connecticut Historical Commission).

Connecticut Historical Commission, General Information (860) 565-3005

Quinebaug and Shetucket Rivers Valley National Heritage Corridor
In 1994, the Quinebaug and Shetucket Rivers Valley was officially designated by Congress as a National Heritage Corridor and its boundaries were expanded in 1999 to include 35 communities. Unlike most national parks traditionally defined by federal management and ownership, heritage corridors are a new tool to assist citizens, nonprofits, businesses, and government in preserving and enhancing a region’s special qualities while encouraging compatible economic development. (Quinebaug-Shetucket Heritage Corridor, Inc., 1997).

Quinebaug-Shetucket Heritage Corridor, Inc. (860) 963-7226 Website www.thequinebaugvalley.org

Regional Planning Organizations
Regional Planning Organizations (RPO) are made up of groups of towns who jointly plan for the regional community’s common issues and problems. Connecticut State statutes provide for three different types of RPO’s - Regional Planning Agencies, Regional Councils of Governments, and Regional Councils of Elected Officials which differ in their representation and structure, but all carry out similar functions. Connecticut’s fifteen RPO’s are made up of representatives appointed from each member municipality. RPO’s are a mechanism which give individual towns an opportunity to voluntarily join together in an effort to solve common regional problems. Many also offer their services for Pan of Conservation and Development updates, zoning and subdivision reviews, and mapping services. (Office of Policy and Management Website).

Office of Policy and Management, State RPO Coordinator (860) 418-6432
Capitol Region Council of Governments (860) 522-2217
Central Connecticut Regional Planning Agency (860) 593-7820
Council of Governments of the Central Naugatuck Valley (203) 757-0535
Connecticut River Estuary Regional Planning Agency (860) 388-3497
Greater Bridgeport Regional Planning Agency (203) 365-5405
Housatonic Valley Council of Elected Officials (203) 775-6525
Litchfield Hills Council of Elected Officials (860) 491-9884
Malisate Regional Planning Agency (860) 577-2149
Northwestern Connecticut Council of Governments (860) 865-7214
Northeastern Connecticut Council of Governments (860) 774-1253
Northwestern Connecticut Council of Governments (860) 865-7214
South Central Regional Council of Governments (203) 234-7255
Southeastern Connecticut Council of Governments (860) 869-2324
OTHER REFERENCED RESOURCES

PUBLICATIONS

Conservation Design for Subdivisions: A Practical Guide to Creating Open Space Networks (Arendt)
By rearranging the density of residential development so that no more than 1/4 of the buildable land on a site can be used for house lots and roads, a significant amount of open space can be preserved, leading to a greenways system for communities and regions. This book includes model zoning and subdivision language, sample site plans, and photographs. (Planners Book Service, 1999).

Dealing with Change in the Connecticut River Valley: A Design Manual for Conservation and Development (Yaro, Arendt, Dodson, and Brabb)
In order to plan for the expanding economy in the Connecticut River Valley, the Massachusetts Department of Environmental Management created the Connecticut Valley Action Program, which encouraged 18 towns bordering the Connecticut River to work together to preserve and enhance their shared natural resources. The manual contains practical planning standards that towns may adopt to help preserve their character.

Energy Conservation on the Home Grounds: The Role of Naturalistic Landscaping (Niering and Goodwin)
Connecticut College Arboretum, Bulletin #21
A resource for homeowners on the care of home grounds. This guide includes resources on reducing lawn, preserving pastures, homes in the woods, rocks and shade, and attractive plants with minimal maintenance.

Growing Greener: Putting Conservation into Local Plans and Ordinances (Arendt)
This publication explains how to incorporate techniques that conserve community resources into regulations. This book outlines a four-step approach to designing conservation subdivisions, describes how to conduct a community resources inventory, includes model language for Plans of Conservation and Development, Zoning Ordinances and Subdivision Regulations, and design guidelines for villages. The book also includes group exercises and case studies. (Planners Book Service, 1999).

Native Shrubs for Landscaping (Taylor, Dreyer, Niering)
Connecticut College Arboretum, Bulletin #30
This bulletin is a guide to the use of native species in landscaping a private residence, commercial development or public space. It contains information on basic landscape design principles, planting and care of native species, and how to obtain native shrubs.

Parking Handbook for Small Communities (Edwards)
Recognizing that downtowns need adequate parking, this book addresses the issues of parking improvements, how to assess parking supply and demand, how to draft parking regulations, how to develop and manage a parking system and how to find funding for parking improvements. (Planners Book Service, 1999).

Planting Trees in Designed and Built Community Landscapes: Checklists for Success (Reynolds and Ossentrogger)
This guide provides resources and information to assist municipalities in selecting, planting and maintaining trees in community green spaces.

Protecting Shade Trees during Home Construction (Agricultural Research Service)
Home and Garden Bulletin #104
A guide to assist in the removal, move or preservation of trees on residential property during home construction.

Rural By Design (Arendt)
Arendt champions creative land use techniques for preserving open space and community character and illustrates how these techniques can be used in residential, commercial and mixed-use developments. It includes many case studies that demonstrate how open space has been preserved using land trusts and creative design techniques. (Planners Book Service, 1999).
Appendix

ORGANIZATIONS

Connecticut Land Use Partnership
The Connecticut Land Use Partnership is a group of land use educators, planners, attorneys, landscape architects, private consultants and municipal commission members whose mission is to provide training and education to town land use commission members. (Connecticut Rural Development Council, 1998). Courses offered through the Partnership include Roles and Responsibilities of Land Use Boards; Rules and Legal Procedures for Land Use Boards; Site Plan Review; Variances, Special Exceptions/Permits, Locals Approvals and Appeals; and Subdivision Review.

Scheduling Information
Connecticut Chapter, American Planning Association Website
(860) 738-6413
www.ccapsa.org

Scenic America
Scenic America helps citizens and elected officials take charge of their communities’ futures. The organization advocates for local, state and federal laws that bolster all communities’ abilities to preserve and enhance their distinctive character. Scenic America works to: reduce billboard blight in America, keep America’s highways and byways scenic, protect communities and our landscapes from roads that destroy scenic beauty, and make “smart growth” scenic growth. (Scenic America Website).

Scenic America
Website
(202) 543-6200
www.scenic.org

POTENTIAL FUNDING SOURCES

Certified Local Governments
The federally authorized Certified Local Government (CLG) program recognizes local preservation planning expertise and provides communities with a way to participate more formally in federal and state historic preservation programs. The CLG program in Connecticut promotes the preservation of historic resources by establishing a partnership between local governments and the Connecticut Historical Commission. A minimum of 10 percent of Connecticut’s annual appropriation for Historic Preservation is earmarked for projects under the CLG program. (Connecticut Historical Commission).

Connecticut Historical Commission
(860) 568-3005

The Federal Highway Administration
The Transportation Equity Act for the 21st Century (TEA-21) builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. The new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety, protecting and enhancing communities and the natural environment, and advancing America’s economic growth and competitiveness domestically and internationally through efficient and flexible transportation. (United States Department of Transportation Website). A section of this legislation authorizes the funding of transportation enhancements. Transportation enhancements are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation’s intermodal transportation system. The transportation enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, to the mitigation of water pollution from highway runoff. TEA-21 also provides discretionary funds for the National Scenic Byways Program. (United States Department of Transportation).

Connecticut DOT, Scenic Byways Coordinator
(860) 258-4516
Connecticut Transportation Enhancement Manager
(860) 594-2051
Contact your Regional Planning Organization

Greenways Assistance Center
A small grants program, funded by sales of Greenways License plates, will be available in 2001. These grants, which cannot exceed $5,000, will be available for planning, design or implementation of greenways, including education, but not for land acquisition or construction.

Greenways Assistance Center
(860) 424-4039

Open Space and Watershed Land Acquisition Grant Program
The Open Space and Watershed Land Acquisition Grant Program provides financial assistance to municipalities and nonprofit land conservation organizations to acquire land for open space and to water companies to acquire land to be classified as Class I or Class II water supply property. Grants may be for the purchase of land that is: valuable for recreation, forestry, fishing, conservation of wildlife or natural resources; a prime natural feature of the state’s landscape; habitat for native plant or animal species listed as threatened, endangered or of special concern; a relatively undisturbed outstanding example of a native ecological community which is uncommon; important for enhancing and conserving water quality; valuable for preserving local agricultural heritage; or eligible to be classified as
Class I or Class II watershed land. These grants require and approximate 50/50 match. (Connecticut Department of Environmental Protection, Land Acquisition and Management, 2000).

Connecticut DEP
Land Acquisition and Management  (860) 424-3016

Quinebaug-Shetucket Heritage Corridor Partnership Program
The goal of the program is to encourage projects that will retain, enhance, or interpret the significant features of the lands, water and structures of the Quinebaug and Shetucket Rivers Valley National Heritage Corridor and demonstrate practical ways to address the Corridor's economic and conservation challenges. It is a competitive grant program awarding $500-$5,000 to municipal boards, schools, regional planning organizations, tourism districts, and nonprofit organizations.

Quinebaug-Shetucket Heritage Corridor, Inc.  (860) 963-7226

Recreation and Natural Heritage Trust
The Recreation and Natural Heritage Trust program funds the acquisition of lands for the beneficial use and enjoyment of the public as additions to the State's system of parks, forest, wildlife, fisheries and natural resource management areas. The program is intended to acquire land that represents the ecological diversity of Connecticut in order to ensure the preservation and conservation of such land for recreational, scientific, educational, cultural, and aesthetic purposes and to acquire habitat for endangered and threatened species. (Connecticut General Statute 23-73).

Connecticut DEP, Land Acquisition and Management  (860) 424-3016

State Restoration Grants-In-Aid
Properties on the State Register of Historic Places that are owned and operated by a municipality or nonprofit organization are eligible for these 50 percent matching grants. (Connecticut Historical Commission).

Connecticut Historical Commission  (860) 566-3005
BIBLIOGRAPHY


Connecticut Department of Environmental Protection Webpage. Hartford, CT. www.dep.state.ct.us.

Connecticut Department of Transportation Webpage. Hartford, CT. www.dot.state.ct.us.

Connecticut General Statute, Section 7-147, *Historic Districts and Historic Properties*.

Connecticut General Statute, Section 8-1 through 8-13, *Zoning Enabling*.

Connecticut General Statute, Section 8-2j, *An Act Concerning Village Districts*.

Connecticut General Statute, Section 23-73 through 23-80, *Recreation and Natural Heritage Trust*.


